

Bruceville

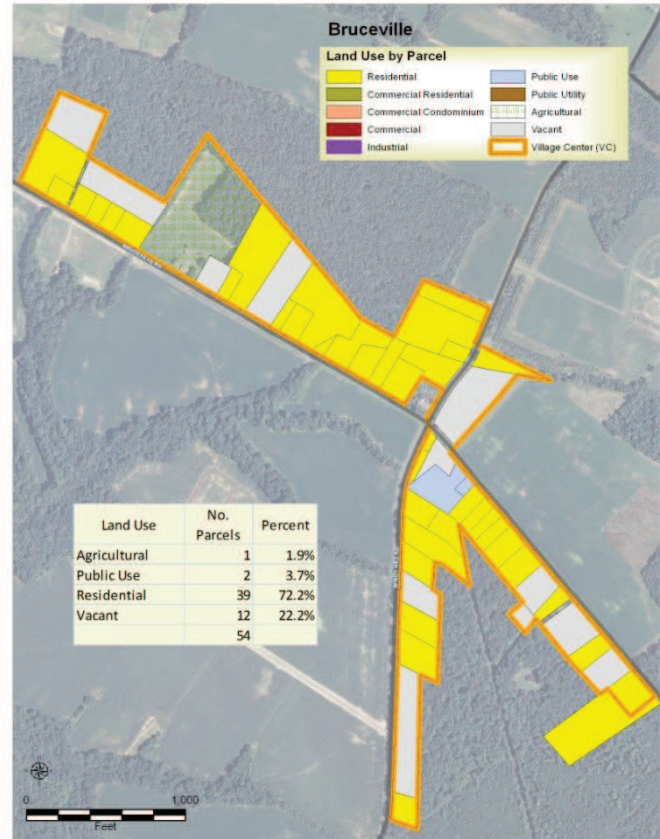
Introduction and Village Description

Most of Talbot County's geography, history, and culture are dominated by its many "Necks" or peninsulas. Bruceville is located at the crossroads of Bruceville and Windy Hill Roads and is the heart of Bambury Neck.

As described in the *Easton Star Democrat* of Nov. 5, 1927:

There is a large eastern section of Talbot County, locally known as Bambury... It starts north of Raccoon Creek ... and skirts the river to Miles Creek ... and closed in by the county road from Wright's mill pond to Barber... Windy Hill is the port of entry on the Choptank, and its twin city, Bruceville, one mile distant inland.

All this section seems to have been a part of the original tract granted to Col. Nicholas Lowe, known as Lowe's Ramble ... Capt. Lewis Ross many years ago, became owner of part of Lowe's Ramble, indeed a considerable part ... Rumor says that Col. Ross bought a thousand acres of land between Bruceville and Windy Hill for a hundred dollars... Bambury asks no favors of other sections. If in former days it was looked upon as being less progressive, less cultured, than some of the neighboring sections of the county, it takes only the present good roads, and good means of transportation, to link it in with Talbot's best.

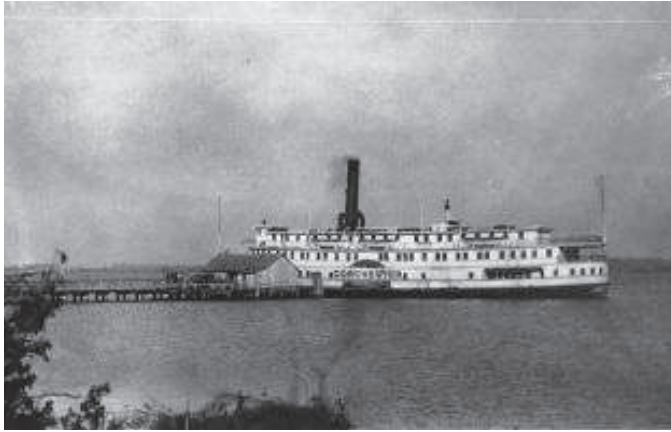


Since pre-Colonial times, this area is enjoyed by natives, farmers, trappers, hunters and watermen alike. Located in the "Talbot Outback" that is the large area South East of the "Hole in the Wall", it is literally on the other side of the tracks - of the railroad that once ran between Oxford and Easton. The tracks were later supplanted by the building of US Route 50.

Like many other historic Talbot

settlements, this area also grew out of and prospered from the Chesapeake Rivers and access to them. For this area, it was the Choptank River. Water access is still provided via its

Bruceville



enduring public landing at Windy Hill.

The sister cities of Bruceville and Windy Hill experienced their most prosperous times at the turn of 19th and 20th centuries, before railroads and the automobile became the predominate modes of transport. This was an era when local fruits and other produce were in big demand by the canneries and other markets served by the steam powered riverboats crossing the Chesapeake Bay. It was particularly known at that time for its orchards and Whitely's Peaches.

The makeup of this multi-generational community of hard working folks has changed. This Village Center is no longer their "grandfather's" Bruceville. The area now hosts weekend kayakers and cyclists seeking to experience our wondrous natural beauty and laid-back nature of the region beyond the "Hole in the Wall".

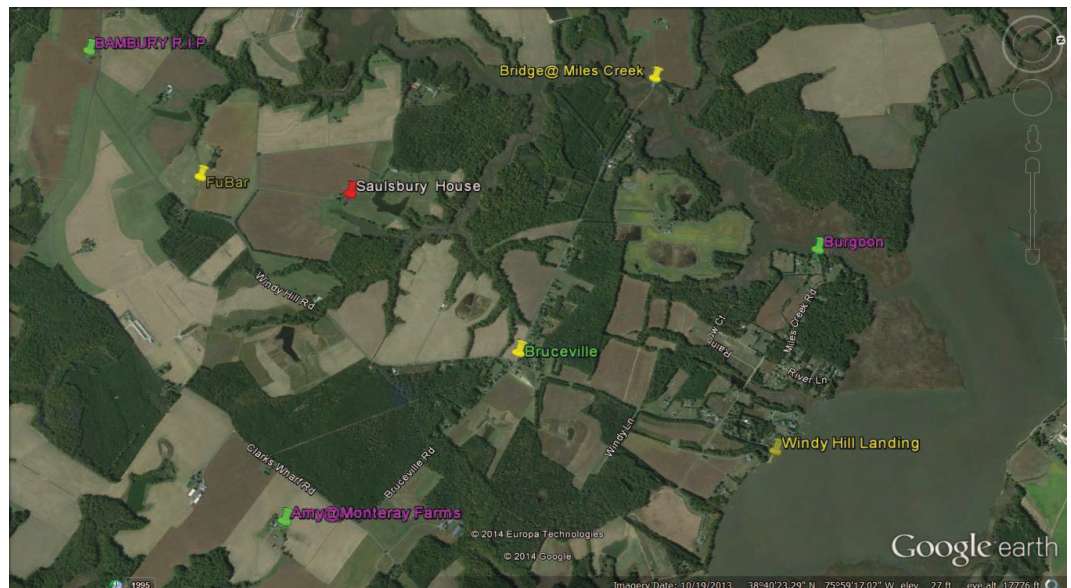
Most, if not all of the new housing built in the area over the last

10-20 years has been the high valued waterfront estates in Windy Hill, along the Choptank shoreline. As for the Bruceville itself, the newest full-time occupied residence is Bambury Manor, built in 2012 at the historic crossroads of Bruceville and Windy Hill roads.

Vision Statement

Over the next 10 to 20 years, we would like this Village to remain pretty much as is. What it is...is why we live here. We would rather be left alone to grow smartly into a "next generation", self-sufficient, multi-generational family community.

We know as a County PFA (Priority Funding Area), the Bruceville VC probably ranks at or near the bottom of the County's PFA list. That said, we would however, like just a few minor zoning clarifications and Public utility infrastructure upgrades to encourage the continued investment in this Village community...so it will not evolve into a "slum"... as one County Council member has offered as a potential future.



Actions Necessary to Achieve Vision

The County Council and County plans should recognize that the future of Bruceville and Windy Hill are intertwined as one community.

1. **First and foremost**, do not change Bruceville's current and least restrictive VC zoning designation.
2. **Preserve the Village's unique setting.** Please note that the current and very unique arrangement of Bruceville's residential properties provide virtually all residents with an unobstructed view from their front porches to the tree line and the stars. Planning maps for Bruceville should recognize its two scenic and nature eco-hemispheres. Views in all directions from the village take in the tree lines of surrounding protected areas.
3. **Poor storm water runoff management.** Stagnant ditches and collapsed drainage pipes are creating safety hazards and poor insect control. Some major maintenance of the ditches and drainage pipes in the village is required.
4. **Poor or Non-existent Information Age Infrastructure.** Bruceville and its surroundings are being totally ignored by public utility providers. The landline telephone company (with the granted right-of-way) no longer offers any digital



communications options (e.g.; POTS, DSL) and fiber-to-the-home (FTTH) service that were promised our children and grandchildren.

Though we have satisfactory broadcast HDTV video services via satellite providers, our wireless Internet services (3G, 4G, etc.) are poor and much more expensive than the broadband services offered to Easton's citizens. This is an issue the County should take up with the State. Bruceville does not need to remain a community of information "have-nots".

5. **Traffic Issues.** Like many other villages, Bruceville has traffic issues. Because of our remote rural locations, drivers may not recognize that they are entering a pedestrian zone. We support a "Share the Road" attitude, inclusive of motorcycles, horses, farm tractors, or mothers with baby strollers visiting their neighbors. Traffic

calming measures or speed bumps should be considered to alert all drivers to stop at every corner.

Hurricane Preparedness. The important thing to remember about a peninsula or "neck" is that if the water level

surges high enough they become islands. The first sign of problems will be the bridge at Miles Creek. Some kind of automatic high water warning system would be valuable to signal that traffic should be diverted to Wright's Mill and Clark's Wharf Roads, and may even prevent a tragedy.

Bruceville

(There are residents down Orchard Lane in Windy Hill that face an even greater chance of isolation by flooding, but are technically outside the scope of this plan.)

permitted to review and comment on the April 17th Draft VMP. There was an overwhelming consensus support for this Village Master Plan.

7. **The Environment.** Just as important to Bruceville as to Windy Hill, DNR's fishing pier at Windy Hill Landing is fine, but the boat ramp needs to be fixed. The slope is wrong, making the launching and loading of boats on trailers difficult, if not impossible.
8. **Nuisances.** The biggest nuisance and detriment to the VC's future are the few unoccupied and neglected properties. The County should already have a way to deal with this problem.

Resident Support

A Village Meeting was held at 31510 Bruceville Road on Sunday, April 27, 2014 and was attended by over 20 property owners and residents where they were



Claiborne

Introduction and Purpose

The residents of Claiborne have developed a plan to describe our village and to present a vision for the future of our unique community. This abbreviated plan has been prepared as an annex to the revision of Talbot County's 2005 Comprehensive Plan.

Characteristics and History

The earliest development in the area followed a land patent issued in 1652 for Rich Neck Manor. Around 1867 a town, now known as "Old Claiborne", was laid out at the head of Tilghman Creek to support the Tunis lumber business which had mills along area waterways. Later an oyster company, a boatyard, and two steamboat wharves were created. By 1893 plans for developing that village ceased.

Present day Claiborne was planned as Bay City in 1886 by members of the Tunis, Seth, Lowe and Cockey families. Ferry service between Bay Ridge on the Western shore and Claiborne brought vacationers to a resort community and railroad service enabled some of them to continue on to ocean communities and resorts. More importantly it sent Eastern Shore grain, lumber, seafood and produce to city markets across the Chesapeake Bay and returned mail and other commodities. Car ferry service gradually edged out passenger service and in 1928 the rail spur from McDaniel into Claiborne was discontinued. Ferry service ended after the Bay Bridge was opened in 1952.

Although business activity eventually ceased, Claiborne's location on the water and proximity to St Michaels contributed to its continued vitality. Because of its location on Eastern Bay at the end of a single road Claiborne has developed into an unusually



cohesive community of long time residents, retirees and newcomers who love the isolation and beauty of the area.

Location and Activity

Claiborne is located in the portion of Talbot County known as Bay Hundred, on a point that juts into Eastern Bay at the base of the peninsula dividing Eastern Bay from the Miles River. It is bordered on the north and east by farmland that lies between Eastern Bay and Tilghman Creek and on the west and south by Eastern Bay.

The primary physical features include the harbor, boat ramp, jetty, old ferry wharf, a saltmarsh wetland and a broad shallow cove that attracts waterfowl, parasailors, iceboaters and fans of spectacular sunsets. The built features are the late 19th and early 20th

Claiborne

century streetscape, the Miracle House property, the former church (now the Village Hall), the building that housed the Claiborne Supply Company and several single-family houses that were once stores or bakeries.

Claiborne is very small at under 60 acres. Claiborne Road and Claiborne Landing Road form the primary street running through the village and ending at the county wharf. Cedar Street and Maple Hill Road are perpendicular and Bayview Drive is parallel to the main street. Rich Neck Road and Miracle House Circle are the other streets.

There are 63 homes in the village. Outside the area designated as the Village Center there are 40 or so rural homes, largely within the Critical Area, and within postal code 21624.

About two-thirds of the homes are occupied full time. Several of those residents were raised in the area, worked away for most of their lives and returned for retirement. Others were raised in the area or moved here for retirement or because of jobs in St. Michaels and Easton.

Commercial activity is limited to home-based businesses. Full time residents' occupations include waterman, nurse, sign maker, artist, computer sales and repair, real estate sales, construction manager, website developer, massage therapist, builder, art gallery owner, hunting and fishing guide, mason, management consultant, carpenter, coffee

entrepreneur, mental health professional and financial advisor. Several of the houses are available as short-term summer rentals.



Residents in the immediate area are engaged in social work, commercial embroidery, construction, consulting, folklore interpretation, solar installation, and carpentry. Several watermen from nearby use the county wharves.

Land Use and Facilities

The area designated as the Village Center is about 90% developed. The bulk of the farmland bordering the village is protected from development activity by a private conservation easement created by the late Ella Burling, the previous owner of Rich Neck Manor. More than 781 acres of land are now protected. Other landowners have also taken steps to prevent future development of their land. Altogether, more than 68% of the open land in the 21624 zip code is under ownership that precludes future development.

Talbot County now owns the old ferry wharf in the Village Center, where it maintains a boat launch facility, and an adjacent 8.5 acre saltmarsh wetland. The county also leases from the US Army Corps of Engineers the jetty that was built for the passenger ferry and railroad terminus. A public picnic area and small beach adjoin the jetty. In addition, the county owns a wharf on Tilghman Creek.

Village Activities

The community is an active, close-knit place. Community events include an annual picnic

and a Fourth of July parade. A village newsletter, now 7 years old, and a Website keep residents informed.

In 2010 residents of the Claiborne postal code formed a non-profit corporation and purchased the former United Methodist Church property. The old church is now the center of village activities and contains the village postal station.

The Association coordinates social activities and philanthropic endeavors, and aspires to conduct outreach to avoid social isolation of rural residents and support for the sick and homebound. Association meetings, potluck dinners, weekly movie nights in Winter, events for children, music programs in partnership with Carpe Diem Arts on-the-shore and other events are held at the Village Hall.

We recognize that we live in a community that is vulnerable to storm and flood risk. The village is working with Talbot County and the State of Maryland to create a Village Resilience Center at the Village Hall that will increase residents' ability to recover from potential wind and flood damage and extended loss of power caused by a major coastal storm or hurricane.

Vision for the Future

The residents of Claiborne consider this village to be a unique place. We greatly value the tranquility of Claiborne and its

connections to the past. We have identified the elements of a vision for the future and actions we believe can be taken by the

Claiborne community and Talbot County to protect and preserve our community.

Our highest priority is protecting the health and safety of community residents. Our second priority is maintaining the visual character of the main street as an example of late 19th and early 20th century residential construction, with the massing, setbacks, designs and appearance of that era.

Another element of our vision is maintaining the accessibility and quality of Claiborne's harbor for watermen and recreation. Maintaining the character of the village while improving our infrastructure, septic treatment and water quality of nearby waters is part of our vision. We also envision increasing our community activities in support of residents and improving our sustainability in cases of disaster.

Actions

Our highest priorities are to:

Protect and maintain the health and safety of community residents:

- Improve fire and rescue response time
- Expand the emergency health capabilities of the village
- Reduce Village speed limit to 25 and institute a plan to calm traffic
- Prepare a disaster plan and realistic evacuation plan



Claiborne

- Develop an emergency recovery capability
- Identify sources of assistance to homeowners for septic improvements.

Preserve the rural character, small village atmosphere and close community feelings:

- Prevent out-of-scale in-building and renovations on the main street
- Lower the maximum residential building height to 30 feet in the Village Center
- Continue improving the Village Hall
- Develop educational programs for children and adults
- Limit additional development if a sewer connection to the Rio Vista Waste Water Treatment Plant is constructed.

Protect and maintain the Wharf, Jetty, Public Beach and Wetland:

- Maintain access to the water for watermen and recreational users
- Periodically dredge the harbor for shallow draft boats
- Resolve maintenance responsibility and make repairs to the Jetty
- Control invasive species such as phragmites.

Make Claiborne a “Bay Wise” community to protect water quality of the Bay:

- Develop a plan for removing non-native species and replacing them with native plants
- Replace trees on the main streets
- Install rain gardens and catch basins.

Make Claiborne a more sustainable, “green” community:

- Reduce the number of trash haulers serving the village
- Encourage recycling
- Use solar power to reduce electricity costs
- Identify sources of funding assistance for residents to install solar arrays.

Develop a more resilient community:

- Develop an emergency recovery and resiliency center in the Village Hall

- Protect village water supplies from flooding
- Stockpile emergency supplies in the Village Hall
- Encourage community participation in emergency training to increase our ability to take care of ourselves.
- Provide emergency generators for water and electricity at the Village Hall
- Connect the Village Hall to a water supply
- Install a septic system and bathroom
- Expand the emergency telephone tree
- Expand Village web site and list serve use.

Prepare for long term infrastructure improvements:

- Map Village infrastructure
- Develop a plan and schedule for improvements
- Purchase and develop a Village park
- Improve storm water drainage
- Eliminate infrastructure redundancies.



Fairbank

Introduction

Fairbank Village is a former maritime settlement bounded on the north by farmland on the south by private and State woodlands, and on all other sides by water.

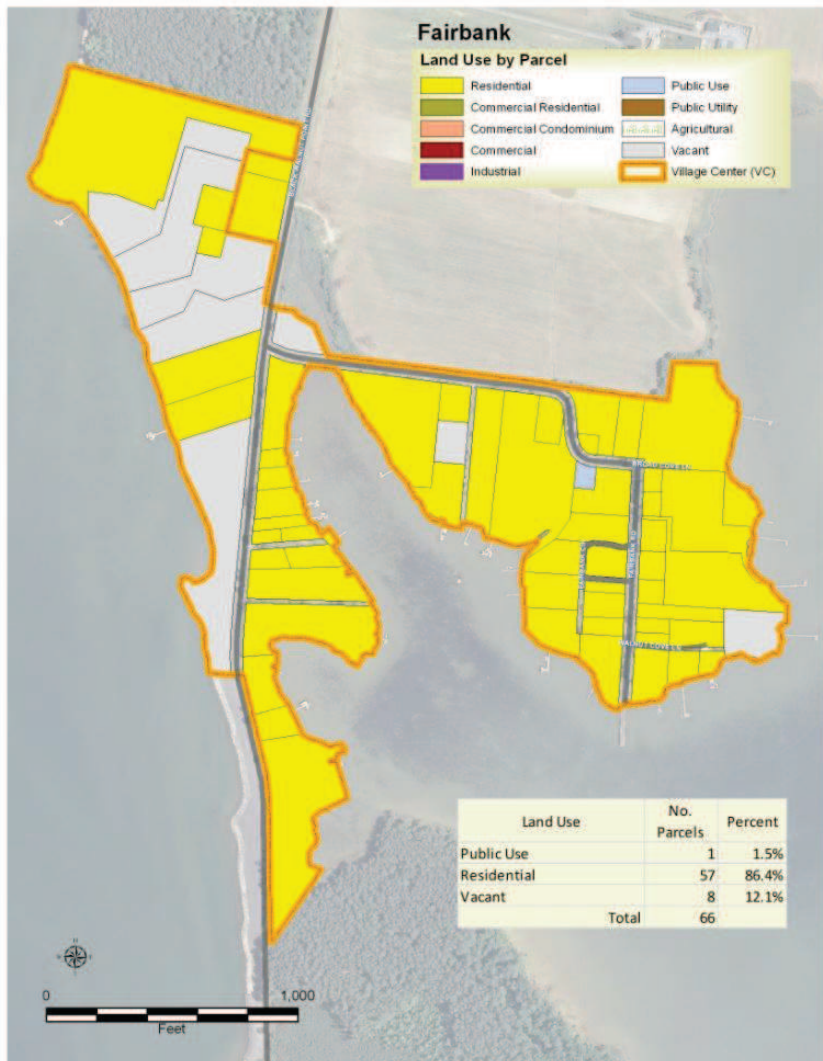
Tilghman Island Road runs south to Fairbank Village. At the intersection with Fairbank Road, it becomes Black Walnut Point Road and continues to the south, ending at the entrance to the Black Walnut Point Natural Resources Management Area.

Fairbank Road runs to the east, turns south, then east, then south again until it comes to what is known locally as Fairbank Wharf.

Mature trees line Fairbank Road and the oldest homes are nestled closely together. Many date from the 1910s, in an age when motor vehicles were few and watermen walked from their homes to their boats. A neighborhood burial ground near the road serves as a reminder of generations past.

Land Uses

There are 55 homes in Fairbank Village, 33 of which are in the historic central region. At present, only about 40% of these homes serve as the owners' principal



residences. The others are weekend or vacation homes; two are rental properties.

In the past, Fairbank boasted several stores, a marine railway, two canneries, and a post office. No businesses have been located in Fairbank since 1980, however. The only commercial activities are a few modest home-businesses that are not open to the public. Several properties remain undeveloped.

Fairbank consists of two distinct parts. The older historic central region lies on a peninsula jutting into Black Walnut Cove.

The other part lies along Black Walnut Point Road.

Historic Central Region

The historic region of Fairbank is surrounded by water on three sides. The street is narrow with three 90-degree bends and no sidewalks. The road ends at the Fairbank Wharf.

One house, with each part numbered, came up the Bay on a scow when Hollands Island began to wash away around 1900. Another, the Walter Weber House, was built in 1885 by the local boat-builder and blacksmith as a wedding present to his wife.

Black Walnut Point

The Black Walnut Point Road Region evolved along different lines from the central region, but is considered part of the Fairbank community. This region itself is in two parts: the older Cove-side homes on the east side of the road and the more recent Bay-side homes on the west side.

Two Cove-side structures are of considerable historical significance:

The Lewis Cummings House is the oldest in the village and may be the oldest surviving



structure on Tilghman's Island. It appears on the Bache map of 1848. The Craig House is one of seven surviving "Tilghman" or "W" houses. Both properties are on the Maryland inventory of historic buildings.

In recent times, shorelines have been protected and homes have been built all along the Bay side. Two homes have been built and several undeveloped lots remain.

Planning Objectives

Don't fix what isn't broken.

Fairbank Village is pretty nice the way it is. The present mix of house styles and sizes, from various periods, is generally pleasing; none is overwhelming. Residents do not wish to see it prettified or manicured or redesigned.

Preserve what is worth preserving.

The homes along Fairbank Road present a "streetscape" with a special charm that gives visitors the impression of having

stepped back in time. Despite the many additions and improvements, this street remains reminiscent of the early 20th century and as such is worth preserving. No one wants a



neighborhood “planning committee” to oversee house designs, colors, and other features. Any preservation implies some degree of restraint, of course.

Action

Adopt the following design guidelines for property owners along Fairbank Road:

- Existing homes should be retained and preserved as long as possible.
- When re-development or in-fill does occur, new structures should be comparable in size with the existing homes.
- No house should dwarf its neighbors.
- New construction and remodeling should make use of the architectural styles, setbacks, materials, and colors currently found in the village.
- No strict prescriptive standards or local review boards should be established. It is hoped buildings will be preserved by current and future owners.

Maintain the village as residential-only
Fairbank has no significant commercial activity and none is desired. The narrow streets are unsuitable for traffic or for large numbers of customers or delivery vehicles. Certain home businesses that



create no traffic or noise would fit in with the residential nature, however.

Action

Since land use is permitted by zoning, petition the County Council to switch Fairbank zoning from VC to an alternative permitting fewer commercial activities.

Address the septic-sewer problem

Fairbank village needs to be connected to the nearby Tilghman wastewater treatment plant, so that homes can remain side-by-side on narrow lots, or even be

expanded, without contaminating the Bay as a result of overloaded or inadequate septic systems. We are told that a connection is possible with a low-pressure pipeline and one booster pumping station.

Action

Request that Public Works include the Fairbank sewer project in all future budget requests until it is approved by the County Council and built.

Restore access to the Cove

Black Walnut Cove is now so silted in that only the shallowest-draft commercial and recreational vessels can make use of it. The federal channel and the county wharf no longer provide a safe haven or landing place in the event of marine emergencies

in the extensive open waters at the mouth of the Choptank River.

Action

Request help from Public Works to identify funding sources to share the costs of a dredging program, whose primary objective would be to clear the channel from marker “1” to the end of the county wharf.

Make qualitative improvements in the vicinity

Residents made a number of suggestions for future consideration. These included:

- Improve traffic control on Black Walnut Point Road especially on weekend evenings;

- Create safe exercise pathways for joggers, walkers, and bikers;
- Reduce the asphalt expanse at the Black Walnut Point Fishing Area;
- Encourage the planting of native shrubs and trees throughout the village;
- Make better use of the Black Walnut Point Natural Resources Management Area.

Although these improvements cannot be mandated by a village plan they are recorded here for future reference. Many would require the approval and assistance of one or more government agencies, as well as dedicated work and cooperation by Fairbank Village residents.



Ivytown (Ivorytown)

Introduction

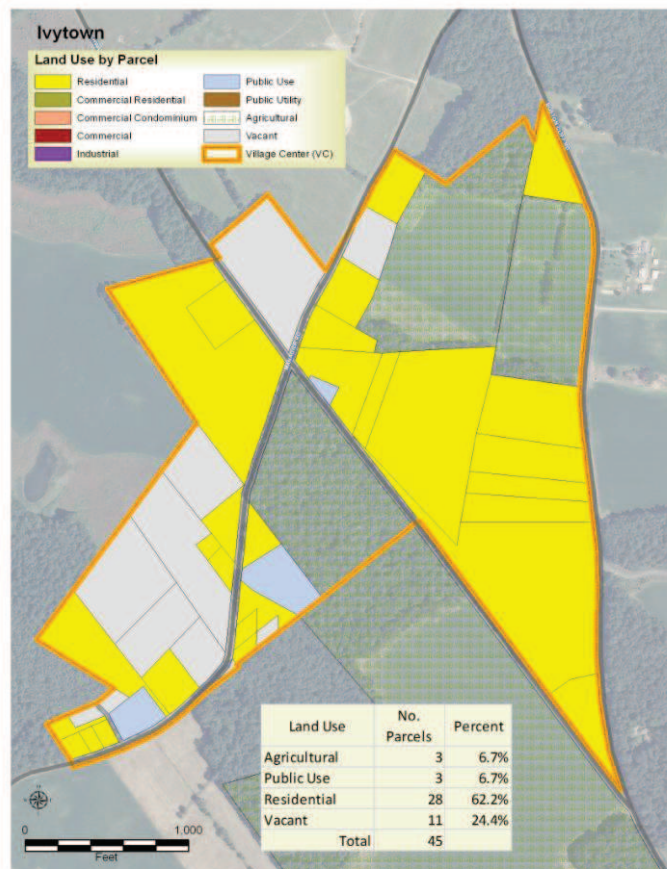
History

The oral history notes the village called Ivytown was settled by Free Blacks and former slaves, who were brought to these shores from the West Coast of Africa -- in particular "The Ivory Coast." It has been an African American village since the late 1700's.

The hub of this community is the New Queen Esther AME Church. Many of the residents were related to one another and attended the church. Oral and documented history tells the story of Richard Allen, founder of the AME church, traveling to this area to settle a disagreement between Queen Esther and its sister congregation, Bethel AME church in Easton.

During the early 1930s through 1950s, many small lots near the church were populated with small homes. Later these were demolished and the lots sold to one owner. The church has a cemetery adjacent to the acreage which is owned by the members under the direction of the Trustee Board. This cemetery contains the graves of various fallen soldiers who served in several wars.

There was a strong agricultural tradition in the community, with the Brice family cultivating crops and small numbers of farm animals for personal use. Each family had cows, pigs a few chickens, as well as a small garden to feed their families. The practice of helping one another was very strong in the village at



that time.

Recently, properties have been sold and purchased by non-family members and subsequently the community is now multi-racial in its makeup.

Characteristics

Present day Ivytown is a quiet hamlet where residents continue to watch out for each other in the community as they have traditionally done. The preservation of the peaceful rural setting and individual family dwellings is important to those who reside in the village.

Most of the land in the community is either residential or farmland. Presently the village is made up of approximately 17

Ivytown

single family homes and the local church.

There is some light commercial business in the village, including: a truck driver who stores his vehicle at home, and an in-home business (daycare). Crops are still cultivated and harvested in the village. One resident has built barns and corrals to house 4 horses. Most of the residents are working families, retirees and few children.

Although not considered residents in the proper sense, the church has an average of 40 members, a few who live in the community. The majority of the congregation lives elsewhere but have family ties to the area and commute to worship in the village.

Vision Statement

Objectives

- Preserve the Character of the Village;
- Limit commercial activities;
- Cultivate and maintain the sense of community;
- Make the village peaceful, safe and secure for residents;
- Address traffic concerns.

In order to keep this idyllic setting without the encroachment of development, planning is necessary.

On nearby Schwaniger Road, a small



development was planned but residences are not yet built. The property has been auctioned but new owners have left the land idle. The property was formerly used as farm/crop lands. The proximity and availability of

farms fields in the village of Ivytown creates the potential for the same scenario to occur.

The use of septic systems in the area prohibits a large development to be planned in the village, unless public sewer lines are brought to this area.

Concerns & Plan of Action

Concern - Large scale development in undeveloped farmland within Village boundaries.

Action – Choose zoning that would prohibit large scale development within village boundary. Suggested zone VH.

Concern - Heavy traffic load and speeding.

Action – Address the situation through County Law enforcement and State Police.

Concern – Re-instill the sense of a close knit community among all neighbors.

Action – Develop a “Welcoming” committee and official neighborhood watch.

Neavitt

Introduction

This document describes the village of Neavitt, past and present, its location, people, housing, activities, its vision for its future, and outlines the actions that residents believe are necessary to achieve that vision. It has been prepared in an open, transparent process available to all residents and as such represents a consensus of opinion among interested residents.

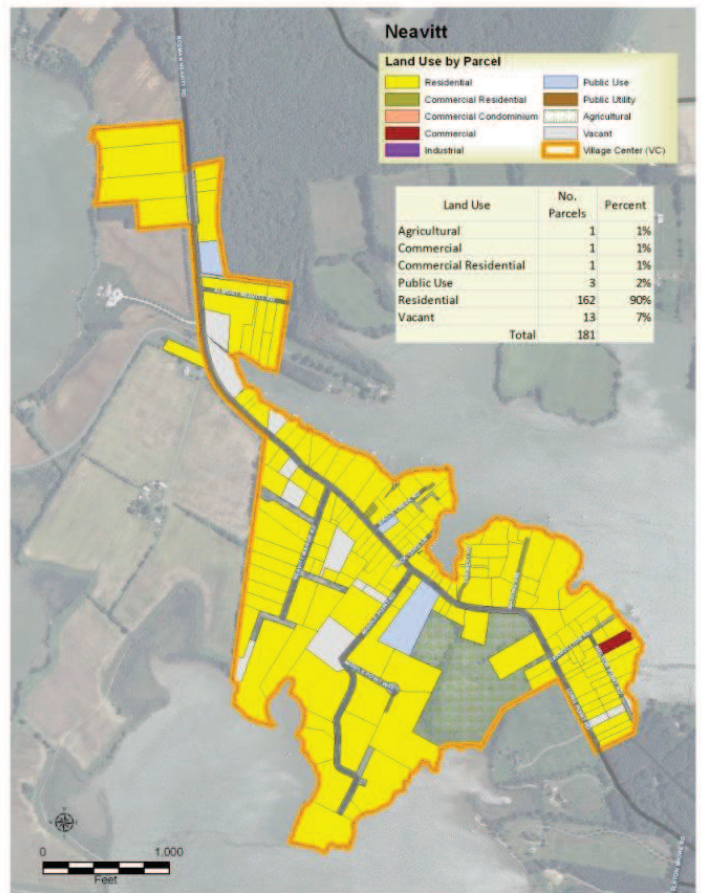
Characteristics and History

Neavitt is on a small peninsula known as Long Point, which was settled in 1663. The flat land was good for farming and served as a port for local products. Many families in Neavitt have resided in the area since it was first settled, including the descendents of Ralph Elston, whose house, also called Long Point, still stands.

Changes between the year of settlement and 1953 illustrates the economic and cultural changes that have taken place in the village and the through the years. Tobacco, initially the area's dominant crop, was replaced in turn by wheat, tomatoes and other vegetables, corn and soy beans as the predominant crops.

By the late 1800s, boatbuilding, oystering, fishing and crabbing joined agriculture as the means by which the residents of Neavitt made their living. By the mid 20th century, some turned to carpentry, making use of skills they'd acquired on farms, in mills or in boatyards.

Neavitt was also a rural retreat for families and sportsmen from Baltimore, Washington, DC, and Philadelphia. As



ferries, trains and cars began to serve the area in the early 20th century, rooming houses in Neavitt grew to serve the demand.

With the erection of the Chesapeake Bay Bridge, greater numbers of families from nearby cities traveled to the area for shorter stays. The vacation industry introduced new, part-time residents to the Eastern Shore. Retirees also began moving to Neavitt, purchasing small parcels of land along the water where they could dock pleasure boats.

Neavitt residents are now divided between full- and part-timers. Many are both, buying property in the village in their 40s or 50s and retiring here in their 60s.

Location and Activity

Neavitt's shoreline extends for over eight miles along on a scenic peninsula extending

Neavitt

into Broad Creek and the mouth of the Choptank River. It is bordered on the west by Harris Creek which separates it from Tilghman Island, and on the east by Balls Creek.

There are approximately 160 homes in Neavitt, most are located in the village center, housing a diverse population of full time and part time residents.

Residents range from all walks of life and vocations. Land use in Neavitt with just a few exceptions is exclusively residential. The two buildings used commercially are a former general store that is used as a workshop and the soft crab processing shed. There are a limited number of lots available for in-fill residential development.

The minimal commercial activity in Neavitt is primarily cottage industries and work-at-home individuals. A dozen or more watermen operate their boats from either the County wharf or from private docks. A family-owned and operated soft shell crab processing business has been operating on Balls Creek for five generations. Cottage industries include a ceramic potter, embroiderer, a tow boat operator, a number of artists and authors, and a home improvement contractor.

Because the village is relatively isolated at the tip of a peninsula, the community is unusually cohesive. This diverse population

shares a common interest in maintaining and nurturing the character and charm that make Neavitt such a desirable place to live.

Residents have formed The Neavitt Community Association, and actively

participate in planning and organizing social activities for the village. Picnics, crab feasts, flea markets, and other events are held annually in the Neavitt Park. Movies, meetings, lectures, and other indoor activities are

held at the community center. The Neavitt Methodist Church regularly hosts bake and soup sales, silent auctions and other activities for the entire community.

Village amenities include:

- The Neavitt Community Center and Post Office. This building replaces the previous post office which was a victim of hurricane Isabel in 2003. When the Postal Service announced it would end service to Neavitt, the Community Association formed a task force to secure restoration of postal service to the village. Ground was broken on July 4, 2007, and the Mason Sheehan Building was dedicated in 2008. Mail service was restored in 2009. Tables, chairs and other accessories fill out the Community Center portion of the building. Movies, CPR classes, lectures, Community Association meetings and other events are regularly held there.
- Neavitt Community park, with baseball field, playground, horseshoe courts,



basketball court, pavilion with picnic tables and a stone fire ring. The Neavitt Post Office and Community Center occupies a portion of the Park property.

- Neavitt United Methodist Church has been and continues to be an integral part of the village. Most recently, along with the other two churches in the Riverview Charge, it has sponsored a



CERT course and has purchased an automated external defibrillator (AED) to help prepare the community for emergencies.

- Neavitt's working watermen, sport fishermen and pleasure boaters all make use of the public landing originally referred to as the steamboat wharf. The one time transportation hub between Neavitt and Baltimore and other locations on the Bay has been both widened and extended and rip-rapped and finger docks were added to create boat slips. In 2010 a bench, dedicated to two of Neavitt's oldest residents, Joe and Helen Jones, was installed, a nice place to relax and to look out over Broad Creek to the Choptank River.

Vision Statement

The residents place great value on the contributions of preceding generations in making Neavitt the wonderful place it is today and wish to preserve the village's

character, and appearance while adopting improvements that will benefit the health, safety and quality of life of residents.

To that end the following are all considered to be contributing and necessary factors:

Development

- Maintain the tranquil and picturesque appearance of the village including its traditional housing.
- Maintain the existing density of housing in both the central village and the surrounding open spaces bordering the VC zoned area of Neavitt.

- Ensure that residents affected by building permits, zoning variances, road work, and shore line proposals are proactively notified.
- Enable property owners to economically maintain and upgrade properties while maintaining the character and general appearance of the village.
- Means should be identified and funded to encourage owners of larger properties to adopt conservation easements or other ways to both protect the rural nature of these properties and retain their value for their owners.

Commerce

- Allow only commercial businesses that both serve the local community and are consistent with the village's character, tranquility, and appearance.

- Support work-at-home enterprises and local cottage industries that are consistent with the village's character and appearance.
- Encourage and support the continued feasibility of commercial watermen working from Neavitt.

Public Services

- Improve the response time for fire and emergency medical services. Some form of emergency services must be located much closer to Neavitt in order to accomplish this. This is a first priority for many of our older as well as younger residents.
- Insure the maintenance and improvements to infrastructure that will benefit the safety, health, and quality of life of residents. (Roads, telephone, internet, electric power, postal services, storm drainage, wastewater processing, public park, and public landing.) Limit road capacities and speed limits at their current levels.
- There is a concern based on by situations in other villages, that the introduction of sewer lines or large scale wastewater water treatment to Neavitt will ultimately result in excessive development. The preferred alternative is to have the County, State and Federal agencies encourage and to some extent fund alternative methods of processing waste water on site.



Environment

- Maintain the shoreline and prevent erosion with the least amount of environmental disturbance. Without a healthy shoreline environment, Neavitt would not be Neavitt.

Community

- Recognize and embrace the benefits of our diverse population which include multi-generation families and recent arrivals, full-time and part-time residents, working people and retirees, and people with a variety of religions and ethnic backgrounds.
- Encourage the maintenance and improvement of structures that contribute to the unique character of the village, such as the former general store or former post office.

- Continue to recognize the contribution of the members of United Methodist Church to the quality of life in Neavitt.
- Continue to hold community events that are organized by and for

residents, such as the flea market, picnic, New Year's crab drop, and bonfires.

- Utilize the Rex Kilbourn building for both postal services and as a community center for community gatherings/meetings and neighborly functions such as movie nights, and presentations by interesting speakers from the region.

Newcomb

Introduction

The village of Newcomb is situated along, and divided by, a stretch of Maryland Route 33 (St. Michaels Road) at the confluence of the Miles River and Oak Creek. Newcomb is in a rural area bounded by tidal waters and lies entirely within the Chesapeake Bay critical areas.

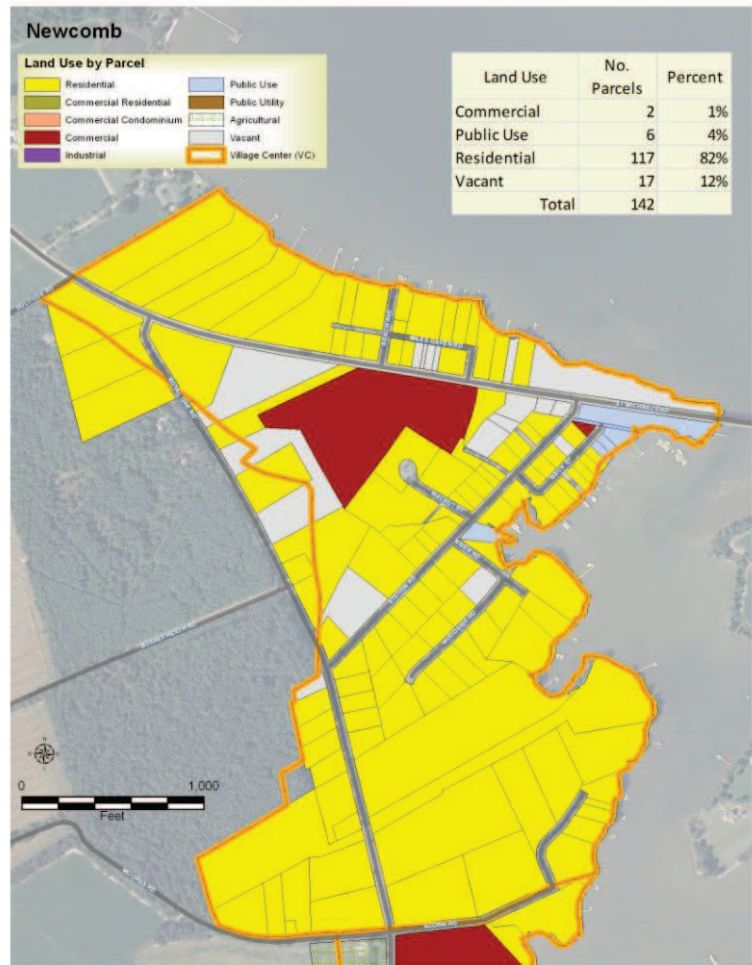
Newcomb is primarily residential and has approximately one hundred homes, combining permanent and seasonal units.

The older and larger section of Newcomb is south of Rt. 33. This part of the village consists of single-family residences, plus the only remaining commercial development in Newcomb. Also it is host to a County boat ramp adjoining a small County park and the village Post Office. The north side of Newcomb is comprised entirely of single family residences, with views or direct access to the Miles River.

North of Rt.33, occupants are generally retirees, seasonal residents or renters of vacation homes, on lots ranging in size from about 1/4 acre to 2 acres. The original community south of the highway hosts families that may have lived in the area for generations along with more recent arrivals. The larger lots on the south side of the village feature more recently constructed homes and a variety of families.

History

Before a railroad line spanned Oak Creek near the Miles River, the area that became Newcomb was devoted to agricultural and



seafood production. The area was developed in the 1890s in conjunction with construction of a rail line linking the Atlantic seaboard with the Eastern Shore and ferries to Baltimore and the Western Shore.

Newcomb was laid out around a drawbridge over Oak Creek and a rail station. Commercial activity in the village included boarding houses, a post office and a variety of retail establishments.

In time the trains ceased to run, a direct route to St Michaels, which became a highway (Rt.33), was laid parallel to the rail line, bypassing the old passage through the village of Royal Oak. The train tracks, station and

Newcomb

stores eventually vanished from the landscape.

Sewer Service

Newcomb is served by the sewer line that follows Rt.33 from the St. Michaels treatment plant. Sewer service was originally extended to eliminate existing failing septic systems within the critical areas.

As explained in the 2005 County Comprehensive Plan, many of the village centers have problems with failing septic systems because of the small lot sizes, poor soil conditions and a high groundwater table.

Newcomb has partial sewer services, where only the liquids are pumped to the St. Michaels facility and solids remain in individual residential septic tanks to be collected.

System improvements have increased capacity at the St. Michaels treatment facility thereby creating capacity for additional connections to existing or newly created lots in Newcomb village and elsewhere. The original intent of protecting the environment by replacing these existing failing systems could be undermined by the impacts of increased development.

Goals

This document is meant to describe the character of Newcomb and promote activities that complements and enhances the village. The goal is to create a document that will reinforce the quality and character of the village without being cumbersome.

Preserve the Character of Newcomb

- New development and infill should conform to the existing village residential character and consider the original intent of the sewer line extension.

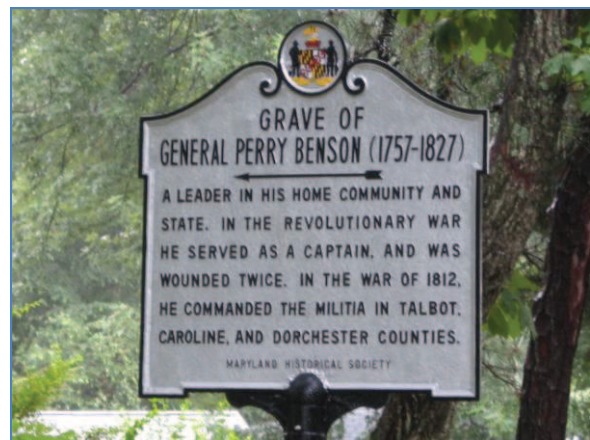
- Reexamine the Newcomb VC zoning district boundaries, including consulting property owners who are now partially in the VC zone to determine whether the zoning boundary is appropriate.
- Require any new subdivision of land in Newcomb to be equal to, or greater than, the average size of adjoining lots by amending the Subdivision Ordinance.
- Back Street is a private road maintained by the property owners. However, it receives considerable through traffic, especially related to activities at the public landing. Some recognition by the County of the growing burden on property owners is due.

Carefully Consider Commercial Activities

- The community impact of commercial activities that may increase traffic or noise, including increased stopping and turning at Rt.33, or require signage or outdoor lighting, should be examined ahead of development.
- Home based businesses shall be allowed and encouraged in Newcomb.

Maintain a Sense of Community

- Preserve the history and land and historical marker of the cemetery at Station Road and Oak Creek, presently managed by the County Parks and Recreation Department.



Encourage the County to conduct a full site survey to define boundaries and features. Explore the possibility of partnering with other groups to preserve this area as green space. Examine options to maintain and preserve the cemetery and restore the eroding shoreline.

- Collect, preserve and maintain a history of the Village of Newcomb. Maintain a stand-alone document that may be added to from time to time to incorporate new information or photographs. Archive materials should be given to the Talbot County Free Library or Talbot County Historical Society.



Ensure Pleasant, Safe and Adequate Public Facilities

- The priority purpose for sewer connections should be to replace failing septic systems to help improve water quality in the Miles River and Oak Creek and not to promote increased development/density. Future development proposals should be reviewed in this context and with consideration for the level of service by the St. Michaels wastewater treatment facility.
- The County should continue to be responsible for routine maintenance of residential tanks on properties that are served by the sewer lines.
- Public facilities should not negatively impact

the quality of village life. The County Department of Parks and Recreation is encouraged to strictly enforce existing parking and use regulations at the public landing and consider the impacts of future improvements.

Maintain a Safe and Secure Village

- Address traffic safety and roadway capacity limitations in the Village, particularly on Station Road. Investigate the establishment of a truck size/weight limit for through traffic.
- Work with the State Highway Administration (SHA) to create safer conditions for turns and merges on Rt. 33, especially involving boats on trailers approaching or departing from Station Road. Clarify signage, speed limit and other restrictions in the VC area.
- Develop a cooperative strategy with the SHA to employ traffic-calming features on State routes including reviewing speed limits, road markings and the placement of center line reflectors.
- Investigate the establishment of a local emergency communication and assistance system, to assure communications in the event of a large scale emergency.
- Address the limited resources that can be devoted to law enforcement on a regular basis. Research the possibility of a Village neighborhood watch program.

Promote a pedestrian-friendly environment

- Examine the feasibility of walking shoulders and/or sidewalks along Station Road and other areas of Newcomb.
- Review the placement, management and ownership of street lighting in Newcomb.

Protect and Improve Surface Water Quality

- Encourage the County to recognize the fragility of water quality in Oak Creek and to take appropriate measures to improve and safeguard the resource.
- Develop a partnership between Village residents and river protection groups to undertake water quality testing in Oak Creek, to raise awareness of the creek in monitoring studies and other ecological

reports.

- Promote a Village wide effort to improve the quality of the waters that make Newcomb such a unique area through participation in the activities of river protection and watershed awareness groups or programs.
- Discourage any activity that increases storm water runoff into Oak Creek or the Miles River.
- Develop a storm water management strategy to prevent contaminated runoff from entering the waterways. Promote a comprehensive strategy to improve and maintain drainage ditches.
- Confer with all relevant agencies to advocate for maintenance of the channel in and out of Oak Creek.



Royal Oak

Introduction and Purpose

This document is intended to describe the evolution of the Royal Oak village and lay out a vision of its future, as part of the 2013 revision of the Talbot County Comprehensive Plan.

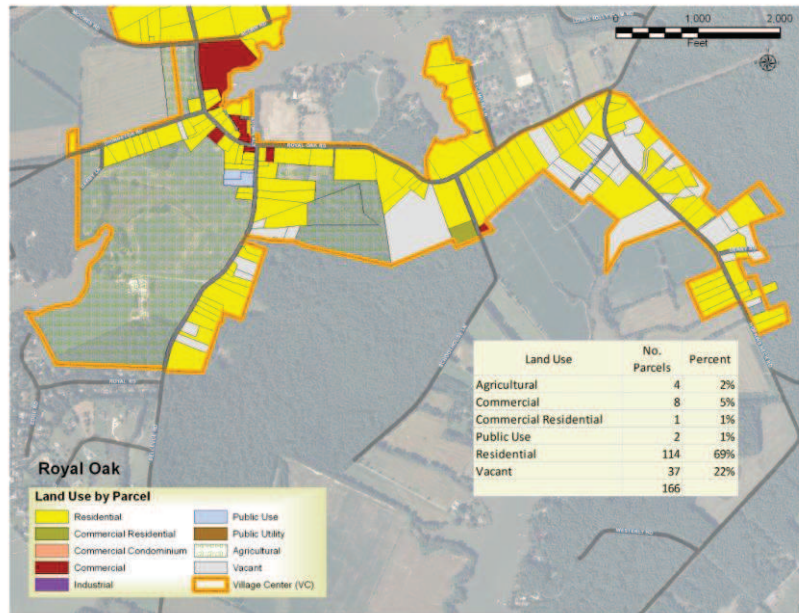
History

Settlement in the area that is now Royal Oak dates back to land grants made in 1659. The village existed prior to the creation of both Easton and St. Michaels. Settlement in Royal Oak occurred because of its proximity to Oxford, a major shipping port. Royal Oak was recognized by the US government in 1837 as a town.

Since its inception, the village has been the home to various tradespersons and businesses. The following is a list extracted from *Twig and Turf III – The Royal Oak*, by R. Bernice Leonard, 1985:

Blacksmiths, bricklayers, farriers, wheelwrights, fortuneteller, horse trainer, shoemakers, bricklayers, apothecary, grocers, butcher, department-store (compared to a Wanamaker's in the Easton newspaper), oyster market, gas station, 10 resort inns and boarding houses, antique shops, flute maker, decorative artist studio, auto repair, farmers, and waterman. There were six known schools and four different churches.

One cannot comment on the history of Royal Oak without mentioning “the tree.” It is believed that the tree to which Royal Oak is named after was most likely a white oak. It was huge and ancient even during the time of the revolutionary war. It was originally called Bartlett's Oak as it stood on John Bartlett's land, most likely somewhere close to the Bellevue ferry road on the west side. Houses now stand there.



A military company called the Hearts of Oak gathered beneath the tree for roll call during the Revolutionary War and the War of 1812. Someone hung cannon ball souvenirs in the tree after the engagements. When the tree was cut down in 1867 a post was set in place and the cannon balls were hung from it. Now they hang in the Royal Oak post office.

People and Demographics

The following data was gathered from village residents' personal observations and counts. The population of Royal Oak is approximately 220 adults and 30 children, in 114 households. The majority of the children attend the St. Michaels' public schools. The majority of homes are filled with full time residents and of those most are second or third generation residents. There are a few homes that are occupied by part-time or weekend occupants.

Royal Oak is a stable community. Within the past 15 years, 29 new homes have been built. Several decrepit homes have been demolished and replaced with new homes. Currently there are 25 vacant lots, two-thirds of which may be available for sale. There has been a decline in homes with children, perhaps due to low village

Royal Oak

turnover, an aging population and limited availability of affordable homes/lots.

Most folks living in the village work service jobs in the county. Some work entirely in the village. Twenty-six homes have a commercial component, 3 landscaping contractors, 2 antique shops, 4 home offices, 3 studios, 9 carpenter workshops, 2 auto repair, 2 storage and 1 upholstery business.

Royal Oak is unusual for Talbot County, in that there has been little change in households over the years, owing in part to the opportunities afforded within Royal Oak and the surrounding area.

Current Composition

Royal Oak is comprised of a mixture of lot sizes, home styles, agricultural uses, various commercial enterprises, and public facilities. The village has a public sewer system available to all properties within its boundaries as well as some peripheral areas outside the village zoning.

East Royal Oak -Hopkins Neck/Royal Oak Road/Sycamore Lane/Schoolhouse Lane

This area is primarily composed of modestly sized residential homes with 1 to 2+ acre lots. Houses are a mix of older homes, some dating back to the mid 19th century, others back to the 1950's, as well as many

newer houses built in the past 30 years.

Residents are business owners, builders, mechanics, equipment operators, real estate agents, landscapers, excavation engineers, musicians, entrepreneurs, architects, hospital staff etc.

You will also find in this area the old schoolhouse, converted to a residence,

Royal Oak Repair- an automobile repair shop, a refurbished church and a couple of old cemeteries.



Downtown

As you approach downtown from

Easton on Royal Oak Road, the area is characterized by small lot (i.e., .10 to .25 acre) single family homes, some rentals and commercial enterprises. Antique stores, The General Store (also once a fine dining establishment), landscape operation, Post Office, Top of the Bay chimney sweep and several cottage industries run out of residents' homes and/or out buildings. Many lots and homes date back to 1800's.

Exiting Royal Oak, heading towards St. Michaels, there are the Royal Oak House Bed & Breakfast and The Oaks Inn &

Conference Center which hosts a number of events from fundraisers to weddings. Both of these are tourist and leisure destinations.

Turning to the South on Bellevue Road, downtown continues past Royal Oak Community



United Methodist Church, followed by a landscaping business and nursery and an automobile repair shop. Village Center zoning ends at the intersection of Bellevue Road and Royal Road, entrance to Royal Acres, a residential community.

Lastly Thorneton Road, just past the Post Office, is populated with a number of modestly sized homes. The village boundary stops just ¼ mile down Thorneton Road; however, the road continues for about a mile ending in a small waterfront community. Although the sewer was recently extended to this area, there is no plan to extend the village boundaries further.

Public Facilities

Royal Oak has two community facilities: the U.S. Post Office and the Royal Oak Community United Methodist Church. The church is the main community center. Along with holding weekly religious services, it hosts numerous

community events and allows use of its facility for exercise classes, a quilting club, Girl Scouts, small meetings, the elections and even provides free lemonade/water for bikers/hikers in the summer months. The post office doubles as an informal gathering meeting spot for villagers and outlying residents. Both the church and post office serve a key role in keeping people connected.

Vision Statement

This plan envisions Royal Oak as a continuing viable small business community that is a reflection of the past as

well as a growing dynamic mixture of artisans, creative entrepreneurs and businesses that serve and support residents as well as those visiting from afar.

Actions Necessary to Achieve Vision

In order to achieve this vision, the current village center (VC) zoning, affording various business opportunities, needs to be preserved for all properties within the current zoning district. In addition, we recommend that the density provisions that have been in place for many decades and are still in place (absent the Bill 1214 subdivision moratorium expiring April 2014) should continue, to ensure some managed growth within those boundaries. Finally, many village residents indicated that they felt the following were important

to Royal Oak's future:

- Increased cooperation between the county government, especially regarding support of small, independent-owned businesses,
- An improved permitting process that is not cumbersome and overwhelming, and
- Easy affordable access to existing public utilities (e.g., sewer, cable, telephone).

Sense of Community

Our sense of community will be strengthened through the retention of service related activities. Everyone has a need for services; everyone has interactions with their neighbors. We have a local support system. We work with and depend on each other.

Royal Oak residents wish to reflect our diverse character by featuring the various business trades. Businesses should not



Royal Oak

have to be visually obstructed. We are not inclined to conceal our businesses or how we live and work. We want no further restrictions than what are currently in existence in the 2013 Talbot County zoning ordinance. Because we are a village of tradesmen, we feel that nuisances such as noise and debris created as part of that business are acceptable.

Service Amenities

Residents feel that Royal Oak has adequate infrastructure. However, the village could benefit from a mosquito control program, as the area can be swarmed by mosquitoes during the warm wet weather months.

Safety

Our one and only improvement we recommend for the benefit of our residents, our bicyclists, customers, visitors, pets, etc. would be adherence and forced compliance with our current speed limits.

In summary, we ask for support of Small Town America by continuing the tradition of generations of Royal Oak villagers to have viable opportunities to make a living while residing here. In addition, we desire to maintain our village boundaries and VC zoning that has been place for decades as

well as density provisions that have allowed moderate, managed growth.

Resident Support for Village Plan

This plan was compiled by a voluntary group of village residents, business owners and property owners, based upon feedback and input over a course of several months.

An informal meeting was held at the Royal Oak Community United Methodist Church in late August 2013 whereby we discussed the proposed zoning changes. From those attendees, email addresses and phone numbers were gathered to ensure on-going communication.

On several occasions a few of the committee members writing this plan, walked door to door communicating the proposed zoning changes and inquired as to their opinion on any desired changes to the village. In addition, several villagers who had not attended any prior meetings were personally contacted.

Based upon the attendance and feedback from these meetings, personal calls, emails, visits, and review by numerous individuals, we feel that the enclosed plan accurately reflects the opinions of the majority of Royal Oak property owners, residents, and business owners.

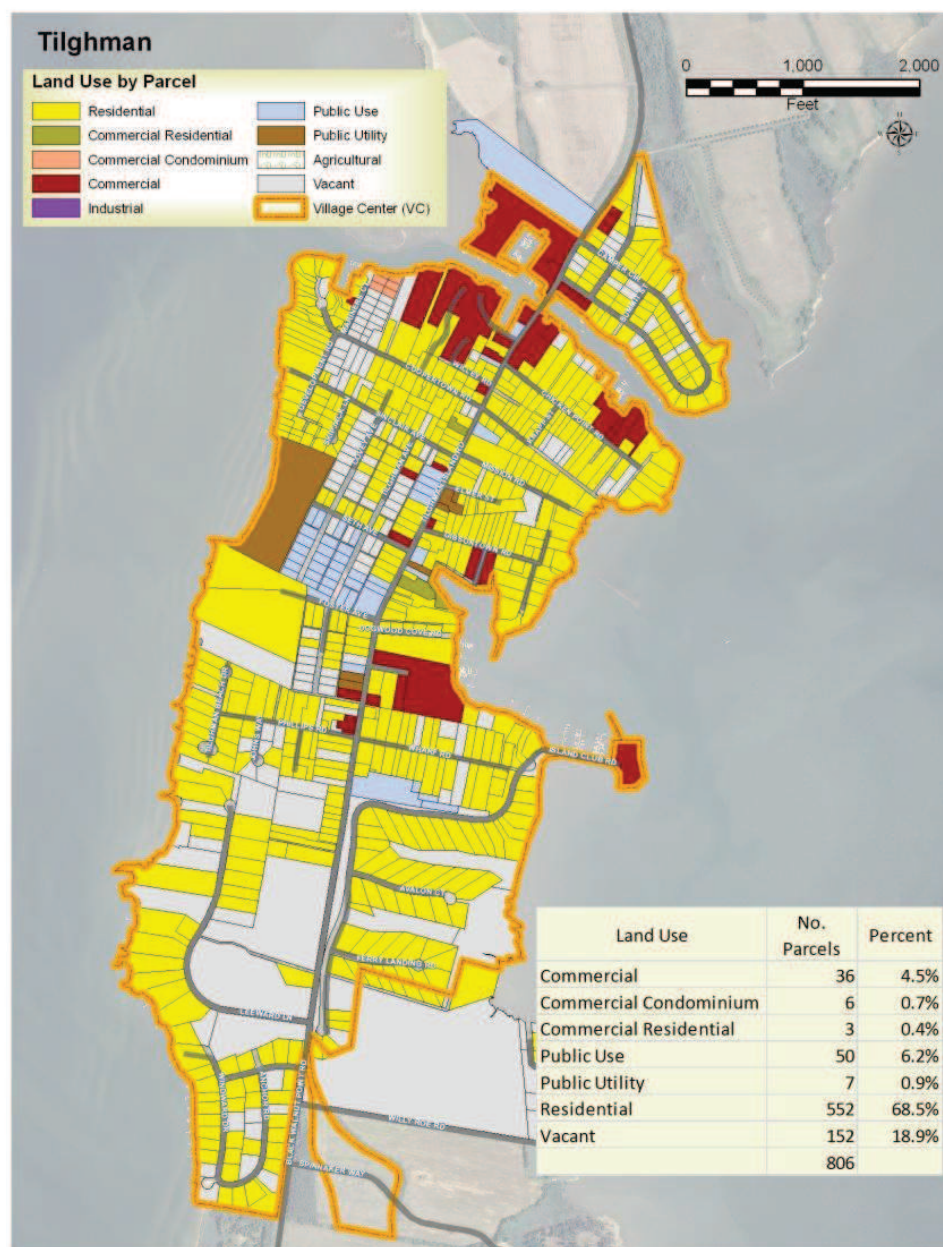


Tilghman Village

Introduction

The homes and businesses of Tilghman reflect the changing culture and history of this Eastern Shore waterside community. The village has gradually transitioned from its agricultural origins through commercial food packing and seafood harvesting and now to a growing hospitality industry. Though little remains of the commercial seafood harvesting fleet, there is increasing activity in sport fishing and pleasure boating, along with cottage industries, small retail and hospitality enterprises.

The population is diverse with roughly one third of the households involved in marine/waterman activities, one third working in a variety of occupations within and outside the village, and one third retired, working seasonally or unemployed. Close to half of all the housing units in the village are owned by weekenders and part time residents.



The dwellings are eclectic in size and architecture with few of historical significance. In the past few years, many homes have been renovated and more than 50 new homes have been built, mostly to support the increasing number of retirees and weekenders.

Tilghman

Village business and commercial interests focus on marine activities and services for the many visitors who come to relax and enjoy the Bay. There are three major inns, five B&Bs throughout the village and five restaurants.. To support the commercial and recreational boater, there is one full-service marina and two smaller facilities, a general store.

Tilghman has a modern Fire and Rescue Department, a grade school, a post office, and a County-operated wastewater treatment system. The community features a substantial county park, a small community park in the center of the village, significant docking facilities for the marine activities. Cultural institutions include a very active Methodist Church, a nascent Waterman's Museum, the land base for the Poplar Island Project and the Phillips Wharf Environmental Center.

Beyond the people, structures and institutions that make up the village of Tilghman, there is a special quality about the mix of these elements and how they come together during times of great joy and time of crisis. Everyone cares and joins in when a village teenager is tragically killed helping out in his father's business or a waterman damages his boat and needs a quick repair.



Vision Statement

The quality of life experience for Tilghman Village residents and visitors is measurably improved each passing year with special attention placed on preserving the authenticity

of the Village's unique waterman heritage.

Challenges

Favorable regulations are needed to accommodate home based businesses, craft studios and retail activity. Hospitality businesses should be kept in scale with the community. Accommodations for the growing elderly population on the island are becoming a critical need for residents. The lack of infrastructure, activities and services which are important to young families will likely result in a declining number of households with children.

This Tilghman Village Comprehensive Plan has been developed to lay out a commonly understood desired future for the village. As a community we wish to:

- Support and strengthen the waterman's ability to work on the water.
- Build upon the existing diverse population which includes working residents, full time retirees, and part-time residents who chose to live in the

Village because of its unique culture and diverse lifestyle.

- Encourage property owners to construct new and upgrade existing structures and in a way that conforms to the essence of the Tilghman Village.
- Support a mix of small retail shops, craft and artist studios, service amenities and tourist facilities that reflects the charm of the Village, our environment and the maritime nature of the island.
- Ensure that Village residents and visitors are actively protecting the Chesapeake Bay and the island's natural resources.
- Promote the development and maintenance of infrastructure and public facilities that improves the Village resident and visitor experience.
- Encourage the preservation of the historic character of commercial entities such as B&Bs, Inns, Hotels, and marine and seafood facilities within a scale that is traditional of the Tilghman Village.



and use their property in ways that conform to the essence of a charming waterman's village on the Chesapeake Bay.

Planning Objectives

Employ Village land and structures in ways that promote the common good.

- Recognize the need for the evolution of land use as the demographics of the Village continue to change.
- Encourage land and structure use in ways that promote and preserve the well being of the Village including the transfer of land from private to public use.

Maintain and renew established residential structures.

- Encourage redevelopment in ways that promote a heritage architectural character of the Village.
- Investigate existing programs that assist in rehabilitating properties of communities that can show historical significance – the Tilghman-style home.
- Actively support the repurposing of residential property and encourage rehabilitation in lieu of new construction.
- Encourage the use of residential buildings for appropriate home-based businesses.

Property Ownership

Property owners are encouraged and supported in their efforts to upgrade existing and to construct new structures,

Tilghman

- Smaller infill mixed use development in the Village present opportunities for entrepreneurship and enhance the aesthetics of the Village.

Develop, renew and maintain commercial structures.

- Continue to encourage development of commercial activity along Main Street.
- Support the use of historical residential buildings for commercial opportunity, such as the Tilghman Waterman's Museum.
- Encourage the improvement of commercial establishments in a way that maintains the scale of existing commercial property
- Support the use of Village commercial areas for small businesses and as locations for small-scale institutional and civic uses.
- Discourage franchise businesses

Manage stormwater runoff and protect shoreline from erosion

- Actively promote the protection and maintenance of existing forested lands and wetlands.
- Encourage the preservation of Village shorelines in ways that support the restoration of the Bay and its wildlife.



- Seek approval of the Tilghman Village as “test village” for a Coastal Communities Grant.

Business Ownership

The Village supports a growing mix of small retail shops, craft and artist studios, support services, landscaping and tourist facilities that not only recaptures and reflects the charm of the village, our environment and our maritime heritage but also provides work and important services for the Village residents.

Planning Objectives

Achieve the dual objective of preserving the historic character of the village while supporting and encouraging economic growth.

- Support the needs of local residents with particular attention on the seafood industry. Provide opportunities for the expansion of existing business uses to accommodate the needs of the community.
- Uphold the principle that any economic development in the Village be of a use, scale and design compatible with the existing or historical character.
- Sustain efforts to assure the continuation of fishing, crabbing, oystering and the seafood industry remain viable occupations.

Support economic growth and cottage industries.

- Support future economic growth and continued diversification that benefit from the Tilghman Village location on the Chesapeake Bay and its maritime heritage.
- Support the diversity of the Village's economic base to encourage reasonable growth in a mix of small retail shops, craft and artist studios in order to provide a broad range of employment opportunities and tourist attractions which will lead to prosperity in Tilghman Village.

Energy use and preservation

- Support village residents in their employment of alternative energy sources such as solar and biofuels.
- Promote the application of technology that supports energy efficiency such as cell phones, internet access, "smart" homes, and "green" building.

Meet transportation needs.

- Promote the ability for Village residents to use a wide variety of transportation modes beyond cars and trucks, such as scooters, "golf carts", bicycles, walking, even skate boards

appropriate to their transportation needs.

- Actively seek ways to promote safe walking and self propelled transportation particularly through the availability of walkways and paths throughout the Village.
- Establish alternative ways for Village residents to be able to travel to other parts of the county and beyond conveniently and economically through such ways as ride sharing and public transportation.

Support and preserve a walkable and bikeable Tilghman Village.

- Support and encourage the development of safe pedestrian and bicycle paths throughout the Village with special attention to the Main Street.

Public Facilities and Growth

County government and island residents continue to support the maintenance of necessary infrastructure and use of existing and new public facilities to support reasonable growth and continued visitation to the island.

Planning Objectives

Encourage alternative use of public facilities, such as the Fire Hall and Elementary School, during off hours in an effort to bring additional services to the Village.



Tilghman

- Encourage the opening of a Clinic to operate in the Elementary School one or two days per week for island residents who might have difficulties getting to the Easton clinic.
- Continue to allow the Elementary School to be the home base for community activities such as the Bay Hundred Theatre Company, a local theatre group, adult basketball, etc.
- Support the creation of a Community Center by working with the TVFD improve the TVFD property adjacent to the post office.

Preserve the historic character of the B&Bs, Hotels, Guest Houses and Inns within a scale that is traditional of Tilghman Village.

- Guest Houses and Bed and Breakfasts will add to the local economy and tax base with support from the county to assist those who manage guest accommodations to comply with important regulations.
- Existing historical Inns and Hotels should be encouraged to address critical maintenance and renovations. However the scale of renovations should be managed so that they continue to fit

the character of the community.

- Development of future hotels and Inns should be supported so long as they fit within the scale of the traditional Tilghman Village lodging, do not impede flows of traffic and don't stress existing water and sewer facilities without proper mitigation.

Promote and maintain the Village in a way that creates an environment where its citizens and visitors feel safe and secure.

- Encourage growth consistent with the charm and character of the historic Tilghman Village.
- Encourage all residents to develop emergency preparedness plans for their families and when disaster happens, they heed and respond quickly to the threat.
- Enhance infrastructure, including roads, the sewer system and communications.



Tunis Mills

Introduction

Location and Composition

The village of Tunis Mills is not incorporated, so its boundaries for the purpose of this plan is the village zoning district. The larger community is comprised of those properties near the headwaters of Leeds Creek, along both sides of the creek and accessible from Tunis Mills Road and adjoining roads.

The village has fewer than one hundred homes and there are no existing commercial operations in the village. Lots range in size from one-quarter to three acres. There are five or fewer vacant properties considered to be developable.

The tree lined streets and modest scale architecture of Tunis Mills exemplifies Talbot County's smaller residential communities. Well manicured landscaping abuts narrow streets framing the village's buildings. Throughout the village, shade trees and beautiful landscaping charm visitors and residents alike.

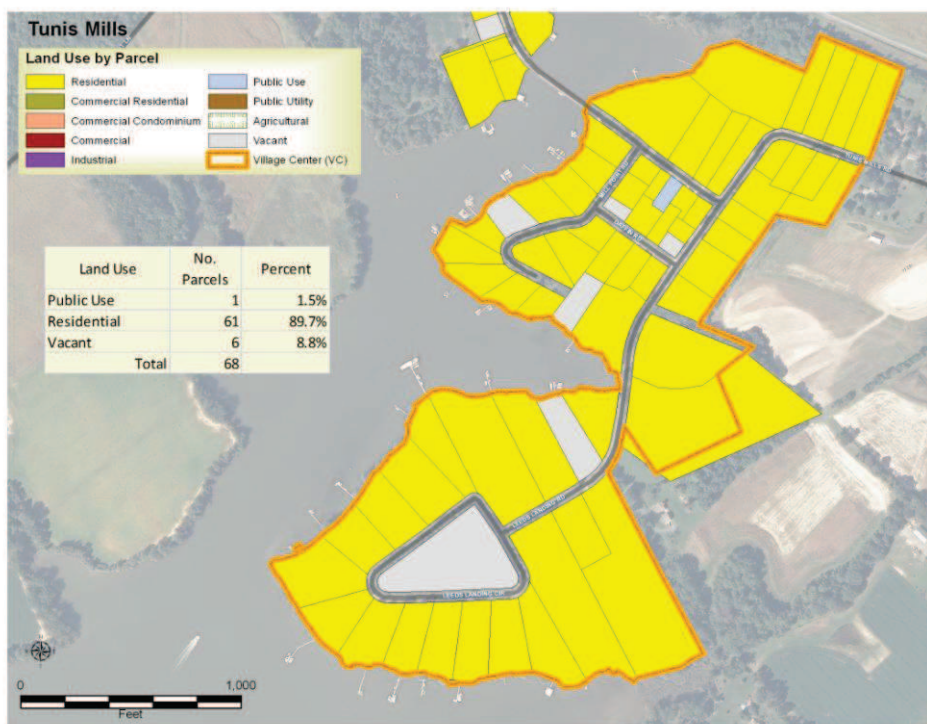
History and Character

Tunis Mills, originally named the Village of Oakland Mills, developed around a sawmill established in 1864 by the Tunis Brothers. The village grew to include two stores, two churches, a blacksmith shop, a wheelwright shop, a post office, a school and a tomato cannery. Little remains of these activities. The sawmill closed in 1915 and the cannery

closed in the late 1930's. The blacksmith and wheelwright shops, together with the post office soon disappeared. The last store closed in 1958. Homes were built on some former industrial sites.

The village has evolved into a blend of full and part-time residents comprising of working families and retirees. Many residents have ties to the original village and carry on the traditional Tunis Mills livelihoods of agriculture, carpentry, seafood and marine construction.

The built environment mainly contains single family detached homes with associated out buildings. The two most notable exceptions are the All Faith Chapel and the wooden bridge over Leeds Creek. Both structures serve as village landmarks and the focus of community pride. Tunis Mills has a County boat ramp next to the western foot of the bridge and a boating pier is also attached.



Tunis Mills

Village architecture spans diverse eras of residential construction. Examples of Colonial Revival, Cape Cod, Bungalow, Craftsman, Ranch, and contemporary styles amiably coexist. The buildings are one or two stories, pitched roofs are the norm, and dormers adorn many roofs. Porches welcome visitors to many of the homes.

The older section of the village has smaller lots and setbacks. Later additions to the village have larger lots and setbacks. The village is surrounded by farms and large-lot residential properties. These “gateway” properties add to the character and quality of the village.

Planning Goals

The goal of the Village Plan can be summarized in a few words: Keep things as they are. While recognizing the necessity of change to accommodate the needs of residents, there is a desire to limit or prevent changes that will detract from or depreciate the character of the village.

This document



attempts to express the vision of the village’s property owners for the Village with respect to village boundaries and preserving the character of the village.

Modifying the Village Boundary

The zoning district boundary should be modified to include the current properties in the VC zone, plus the adjoining RR zone and the five adjacent properties along Tunis Mills Road.

- The five adjacent properties referenced above seem to most observers to be in the Village. Given their proximity, current lot sizes and existing uses, we recommend that they be re-zoned.
- The impact of re-zoning the existing RR should be examined because of the potential for creating non-conforming lots or uses.



- The County should also consult with the owners whose properties are bisected by the VC zone boundary to determine whether classifying the properties entirely one zone or the other

would be practical.

Preserving the Character of Tunis Mills

The following recommendation is designed to promote the goal of preserving the character of Tunis Mills without unnecessarily restricting owners' property rights.

Village residents care a lot about the appearance and general upkeep of homes, as evidenced by the generally attractive landscaping attention to keeping homes in good repair. No recommendation is being made for design guidelines or maintenance standards.

The Talbot County Zoning Ordinance and land use regulations seem adequate for the community and the County generally enforces these guidelines in response to complaints.

Other Goals

Village residents may proceed with the following initiatives on a volunteer basis, much as was done with respect to mosquito spraying. They are not recommendations to the County.

- Residents have discussed erecting village entry signs to “announce” to drivers that they are entering a village rather than driving on a thoroughfare, in order to encourage traffic safety.
- Since emergency response times for to reach



Tunis Mills is too long, village residents may purchase an automatic defibrillator device for placement in a central and accessible location and arranging for training in its use and available to render emergency assistance.

- Residents may explore the usefulness and practicality of setting up a blog or website for communication among village residents, in order to promote neighborliness and cultivate the texture of village life. Information could include share/barter services and equipment; announce events, recognize achievements, share interests, etc.

